NEWS BY TELEGRAPH. NINE DAYS LATER FROM CALIFORNIA.

MITSYLY INTERESTING

TE WALKER FILIBUSTERO EXPEDITION.

The Invaders Attacked and Defeated by the Mexicans.

PROBABLE DESTRUCTION OF THE ENTIRE PARTY.

Sailing of More Filibusteros from San Francisco.

WRECK OF THE BRITISH SHIP JENNY LIND.

Dullness of the Markets. Two and a Half Millions in Gold en Route

for New York. Further Relative to the Loss of the Ship

Staffordshire.

DEMOCRATIC COMVENTION IN OHIO, &c., &c., &c.

The News from California.

NEW ORLEANS Jan. 6-Noon The steempa y El Dorado, from Aspinwall at non on

the 29th ner , It red at the Petmorning, and will reach the city about four o'clock this afternoon. On the 1st and 21 inst, she encour

The steamship George Law left Aspinwall on the night of the 29th uit , with the California mails of the 16th December, \$538,000 in gold, and 300 passengers for New

The steamship Baniel Webster, from San Juan, Nicaragua, with similar dates from California, is also com-

The latter vessel brings 100 passengers, and reports that the steamship Star of the West sailed from San Juan on the 1st inst. fer New York, with 300 passengers and \$2,000,000 in gold. The news is of more than ordinary interest.

The John L. Stevens arrived at San Francisco en the 16th ult., with the Atlantic mails of the 20th and 22d of THE WALKER EXPEDITION CUT TO PIECE

The principal feature in the California papers, is the count of the proceedings of the Sonora fillibusters.
On the 3d of December Mr. Walker and his party made day previous to capture the Governor or to forage. They were attacked by the Mexicans and beaten, with the kess of twelve or four seen men. They then fist and took refuge in a house at Ensen-ba, where, at latest accounts, they were besieged by several hundred Mexicans who out off their boats and prevented their reaching the Daroline, which was anchored near by.

DEPARTURE OF MORE PILLIBUSTEROS FROM SAN The bark Oneta sailed from San Francisco on the 13th

with two hundred an t fifty fillion steros and a large sup ply of ammunition, for the assistance of the Walker ex The authorities made no attempt to stop her.

It is reported that others are prepared to follow.

WHE WEECK OF THE WINFIELD SCOTT. The mach nery and a part of the matlacf the Winfield Scott were entirely lost, but the ship had not, at lates dates, broken up.

INTERESTING MISCRLLANEOUS ITEMS. The Pacific Railroad Surveying Expedition was busy in

The mining accounts are very favorable

The British ship Jenny Lind was lost going out of th harbor of San Francisco, on the 11th December. Some difficulty had occurred in the Fi e Department

THE MALKETS.

ts \$14 a \$15.

Ponk had declined to \$19 a \$20 for mess.

Rio Corrie was scarce, and the market excited.

untion 4,000 bags of Java brought 20%c a \$1c.

GUNNY Sach had declined to 13%c.

ADAMANTINE CANDLES were quoted at 25c.

SHIPPING INTELLIGENCE. Arrived at San Fr. neisoo—10th, ships Trade Wind, from Philadelphis: Comet. NYork; 11th, Mandarin, and Raven, do, Wisob of the wave, Boston; 11th, North Wind, NYork; 23th, Wide Awake, do.

Democratic Convention in Ohio

CINCINNATI, Jan. 7, 185 The Democratic State Convention met at Columbus to day, and nominated S. F. No ris, of Clermont, for Judge Board of Public Works.

lutions to support the general government, and r donling the resolutions that Ohio demograts organize opt as their political creed the Baltimore Platform of 1862, were adopted by 197 to 27; after which the Convention adjourned.

Mr. Hobbie, First Assistant Postmaster General, ha been confined for several days to his bed, by severe india

The Sunbury and Eric Ratiroad. PHILADRIPHIA, Jan. 7, 1854.
The Select Council this evening, passed the ordinance

adepted by the Common Council on Thursday night, appropriating \$3,000,000 to the Erie and Sunbury Railroad.

MURDER TRIAL-RAILBOAD ACCIDENT. Bosron, Jan. 7, 1854.

The jury in the trial of David Dempster, for murdering upon a verdist, and after receiving additional instruterwards stood ten for conviction and two for acquists and were discharged. A new trial has been moved for.

Yesterday afternoon Mr. Busjamin Mudge, of Lynn while walking on the track of the Eastern railroad, near spewich, was run over by the train, dragged several rods and so much injured that it will be necessary to ampu tate both legs. Mr. Mudge is Commissioner of Es

The Great Western Railroad, &c.

DETROIT, Jan. 7, 1854.

week from to day, and will be opened for travel on the Monday following.

The loss by fire at the Albion Female Seminary was about \$17,000. Insurance, \$10,000

The river here measures five feet seven inches, and is

DETROIT, Jan. 7, 1884
The thermometer in this city this morning at od at the degrees below rese.

The Southern Steamers.

THE CRESCENT CITY AT NEW ORLEANS. The steamship Crescent City, from New York, via Ha

THE NASHVILLE AT CHARLESTON. CHARLESTON, Jan. 7, 1854.
The new mail steamship Nashville, from New York

We have no mail to might south of Richmond.

Additional Particulars About the Stafford

Bosros, Jan. 7, 1854. We have not the full details yet of the

A private letter says the large boat, which was capable of containing one hundred persons, put of from the wreck with only a few seamen on board, and the smallest boat

It is furt or stated that the first mate, with pistel is hand, prevented the passengers from getting is the boats.

Perrons who are well acquainted with that officer, however, pronounce this statement false.

Captain Richerdson had been confined by illness to his cabin, for reveral days previous to the disaster.

A despatch from Halliax names some of the persons saved from the Staffordshire, as follows: - Measrs Alden, Leet, Morgan, and Stephenson, mates; Cobbs, Witherts. and Rice boys; some seamen, cames unknown, and five male and one female passengers. They were hourly ex-pected at Hall'ax at last accounts, and Mr. Allen would diately leave for Boston

Disaster to the Schooner Eilen MALIFAX Jan. 7, 1854. The schooner Ell n, of and from Richmond, Va., put

into Entrington, N. S., on the 6th of January, in want of The Lost Cutter Bamilton.

CHARLESTON, Jan. 6, 1854.

The body of Lieut. Camillus Saunders, who was lost in the revenue cutter Hamilton, has been found and was brought to this city to day.

Confirmation of the Project of a Mexican Treaty.

[From the Courier and Esquirer, Jan 7.]

The RUMORE TREATY WITH BEXTO

Most com lete and positive information enables
us to affirm that there is no truth in the rum or that a
treaty has been negotiated with Mexico. The docu-

ment published by one of our morning cotemporaries is the draft of a treaty, based upon the instructions carried to our Minister at Mexico; by the special
agent who went out about the last of Oct-ber. No
such treaty has been negotiated, nor is it probable
that any such will pass, unaltered. It undoubtedly
accurately delineates in its main features the treaty
which Mr. Gadsden has proposed to Mexico.
Negotiations are now progressing between Gen.
Gadsden and the Board of Commissioners appointed
by Santa Anna; but no definite settlement had been
agreed upon and reported at the latest dates. There
was very little harmony between the two negotiating
parties, and Santa Anna had great difficulty in
keeping the peace.
In reference to the Pacific Rallway and the proposed cession of territory, we learn that the original
draft of the treaty embraced several distinct propositions. The first offers \$50,000,000 for a large tract
embracing the whole of the State of Nueva Leon,
one half of Tamaulipas, and portions of Coshuila
Chihanhas, and Senora. One main object is to obtain a port on the Gulf of California. There is no
probability that this proposition will be accepted.
Whatever may be the faults of the Mexican, he has
an intense spirit of nationality. The Mexican
people will not patiently tolerate the sub-division of
their country. Santa Anna knows that to favor the
sale of these States would certainly dissurb the serenity of his high position.

their country. Santa Anna knows that to favor the sale of these States would certainly disturb the serenity of his high position.

The other proposition offers about one-fourth of the above sum for a narrow tract on the northern frontier of Mexico. The proposed boundary line runs near the thirty-first degree of latitude. It includes about 18,000 square miles of territory, and secures the Pacific Railway route and the Mesilla Valley. We may reasonably expect the success of this or some similar proposition. There are three difficulties attending the settlement of this question:—1. We want too much laad for a large sum of money 2. Mexico wants too much money for a small tract of land. 3. We ask the abrogation of the eleventh article of the treaty of Gusdailupe Hidalgo, which would cancel the Mexican claims for indemnity against Indian depredations. A national debt of \$\$50,00,000, and an empty treasury. will, however, incline the rolers of Mexico to regard with favor any treaty by which a round sum may be netted with safety to themselves. Patient and skilful diplomacy, and fair expeniture of money, would soon secure for us all that we really want. The matter would probably progress better if the negotiations were transferred from Mexico to Washington.

With reference to the Tehuantspee Railway, the

want. The matter would probably progress better if the negotiations were transferred from Mexico to Washington.

With reference to the Tehuantspee Railway, the treaty makes a specific demand for the enforcement of the original Garay grant. It thus ignores the existence of the Sloog. at, and re opens the controversy between the two compan. Our readers are familiar with the history of the Garay at at. It was originally made by Sinta Anna, in the year 1842, to Don Jose Garay. Vactous decrees, allowing an extension of time, and otherwise acknowledging the validity of the grant, were made by the Mexican government at different periods. The grant subsequently falling into the hands of American capitalists, an engineering party was despatched, in the fail of 1850, and a ing party was despatched, in the fall of 1850, and a survey of the 18thmus was completed, at an expense of nearly \$300,000. In the succeeding year a decree was passed by the Mexican Congress declaring the grant null and void, and the operations of the company were storaged.

was passed by the Mexican Congress declaring the grant null and void, and the operations of the company were stopped.

The holders of the Garay grant contend that they are legally and justly entitled to all the privileges of that grant, and that they have been wronged by the Mexican government. General Gadsden, doubtless, acting on the instructions forwarded by the special agent above referred to, takes this view of the matter, and hence his demand for the enforcement of the Garay grant.

In the year 1852 another revolution occurred in Mexics. Arista resigned the reins of power, and Cavallos beeame Supreme Distator. The Garay grant had been declared null and void. The sale of the right of way across the lithmus of Tehuantepec offered the only resource for obtaining funds to support the new administration. Bids were invited, and the grant was, after some difficulty, awarded to Mr. Sloo for the sum of \$600,000. That sum was paid to Cavallos, in drafts upon Mr. Sloo, by his agent in Mexico, which drafts were cashed by houses there representing British capital. It was provided that in case of non-payment of the drafts the grant should revert to those who advanced the funds. They took the grant, in other words, in security for their advances. The drafts were returned protested, and consequently the control of the grant passed from Mr. Sloo into the hands of British capitalists. The treaty negotiated by Mr. Conkling, known as the "Conkling treaty," recognizes, we believe, the validity of this grant, and regards it as a permanent settlement of the question. The holders, putting fall faith in its validity, have entered into a contract with Messrs. Sykes & Co., of England. Mr. Sloo has, we understand, buils a steamboat in Louisville, which was expected at New Orleans at the close of the last Messrs. Sykes & Co., of England. Mr. Sloo has, we understand, built a steamboat in Louisville, which was expected at New Orleans at the close of the last moath. It is there supposed that he, with a party of engineers, will be on the ground, to commone work, prior to the 5th of next moath, which is recessary to prevent the forfeiture of the grant. Once in possession of the isthmus, it would appear difficult to dialodes them.

dialodge them.
It is a matter of great interest that these difficult It is a matter of great interest that these difficulties should be settled, and the Febuantepec Raisway built. If the Garay grant be nuil and void, as the Mexican Congress occlared it, then the Sloo grant is valid, and its holders should be allowed to construct and open the road without delay. If, on the contrary, the Garay grant is good and valid, as the administration appears to believe, then we are entitled to expect that its recognition by Mexico will be enforced, and the holders of the grant allowed to proceed with the work which they commenced in 1850. The geographical position of the Isthmus of Tchnantepec makes it very valuable to the United States. That narrow strip of land lies in the direct line of commerce between the ports of Europe, the Atlantic and Gulf States, and California, China, and the South Pacific. The genial and healthy climate, the vast agricultural and mineral resources, and the geographical position of Tchnantepec, give it a commercial value second only to that of the proposed ship canal through the Isthmus of Darien. We hope, therefore, to see soon the removal of all difficulties to the speedy completion of the road.

TELEGRAPHIC

SPECIAL CORRESPONDENCE OF THE NEW YORK HERALD

Washington, Jan 7, 1854
The Union denies that Mr. Gadeden "has consided a treaty with Santa Anna." This denial is simply a preva-rication. We used the term "treaty" is its general mean ing. We should have said, strintly speaking, that Mr. Gadaden had sent on a project here, because it will not be a treaty until approved by the President, ratifications exchanged and confirmed by the Senate. The President has, unquestionably, the power to decline his approval to Mr. Gadaden's project, and until he decides which course he will pursue the matter must remain an official secret, or momentity. The project it is understood, favors the Garay grant; and it is natural, therefore, the Union should endeavor to have it destroyed, as one of the pro-prietors of the Union is largely interested in the Sloo grant, which conflicts with that of Garay.

THE LAKE SHORE WAR.

Interesting Particulars.

THE EXPERIENCE OF A PASSENGER. The following letter is given in the Cincinnati Gazette as the editorial correspondence of that

After leaving Cincinnati we saw no visible change in the appearance of the earth until we got beyond Columbus, when we began to see snew, and as we drew nigh to Cieveland the anow was about six inches deep, and the air cold in proportion. The steighing is very good at Cieveland, Erie, and in this city. We presume that it is good all along the lake shore.

We got into Cieveland about six o'clock in the recruiter and immediately found ourselves in companying and immediately found ourselves in com-

we got into Cieveland about an octoor in the morning, and immediately found ownelves in comfortable quarters—the new and spacious dining saloon which has been opened by Mr. Stevens, at the very depot. Notwithstanding the early hour, we found a fine hot room, with accommodations for

very depot. Notwithstanding the early hour, we found a fine bot room, with accommodations for washing clean towels, and as good a breakfast as can be got up anywaere. Everything was clean, neat, and spacicus. The waiters were attentive, and plenty of them. We can commend the saloon of Mr. Stevens, at Cleveland, as a place worthy of public patronase, and we are glad to know that it is receiving its full share.

At half past seven we were on our way again; the wind was blowing fresh across the lake, and the big waves came timbling in like the swell of the ocean. At twelve we found ourselves in the notorious city of Eric before reaching which we were warned against getting into any vehicle to take us around the break that was not in the employ of the railroad. There are a lot of Ericans, who have their sleighs at the depot, and exert themselves to cutrap women and unsuspecting passengers into them, on the plea that they are, the same as the others, working for the company. When they have a load, off they start, and after getting haltway to Harbor Creek, where we take the cars again, they will demand from each of the passengers a dollar; and if they wont pay it, that turn them out, and leave them.

pay it, the passengers a donar, and no want pay it, the form them out, and leave them of want pay it, the form them out, and leave them of want pay it, the form the road between Cleveland and Erie; the cars come up to the old stopping place. But immediately beyond the bridge is broken down and the road destroyed, and it is destroyed at intermediate places for the distance of nearly eight miles. The last break is at Harbor Creek, where the railroad bridge has been four tines destroyed. At Erie the Railroad Company have enlisted all sorts of teams to carry the passengers, mail, bag gage and freight over the eight miles of the railroad intergenum. The highway being good, most of the passengers were carried round in seighs, of which they were a motley collection, most of them being open and fitted with temporary seats for the occasion. The wind was keen as a Damascus blade, and it was snowing during a part of the time. Women, children and men had all to huddle into these rude contrivances and face the frost, snow, and bleak north wind for a distance of eight miles to Harbor Creek. Curses both "loud and deep" were uttered by the passengers while undergoing the penance infinited upon them by a miserable mob, backed up by a Mayor, sympathised with by a Governor, and defended by the Philadelphia press. The seeds of disaffection to the Quaker city are being sown broadcast throughout the West among the business men and those who have occasion to travel. The faint which ought to be passing to and fio on this road is at a stand. In our ride from Erie to Harbor Creek we passed half a dozen large droves of hogs which were heing driven around the break, at great cost and delay to the owners. One of the passengers in our sleigh asked the man who was driving one of the droves if the "hogs were not Erieans?" No, said the man, "they are not so bad as that, they came from Ohio." The boys who come in the cars to sell apples and pop-corn and cakes and pies, all disclaim being Erieans, and as soon as the cars crossed the line and got

THE FFECT ON BUSINESS.

[The citizens of Eric are sowing the storm that they and their children may reap the whiriwind. They cannot, whatever they may think, escape the consequences of acts which the whole country condemn. While at Eric, listening to all that could be said in extenuation of their bridge burnings, we aimed to give an impartial statement of the officulties. But their persistance in wrong, their reiterated outrages, the incendiarism of their lenders, is creating a universal sentiment of abhorence. Eric will be everyrages, the incendiarism of their leaders, is creating a universal sentiment of abhorence. Erie will be everywhere leathed. Its citizens hereafter will be treated, wherever they go, as men unworthy of confidence or respect. A strain far deeper and more indelible than that of the "whiskey rebellion," or of "repudiation," will rest upon the escutcheon of Pennsylvania. The curses of starving emigrants, mingling with the cries of freezing children, will be heard long after the citizens of Erie shall have ceased their insane warfare.

warfare.

of Erie.

These things cannot remain long. The great highway of a nation must not be thus barricaded. It is revolutionary in the worst possible aspect.

revolutionary in the worst possible aspect.

THE BRIE RIOTS IN WASHINGTON.

We do not conceive, says the Washington Star of the 6th Inst., from what we can learn, that either branch of the national government at present entertain the alightest idea of taking cognizance of these lamentable disturbances. The impression prevailing with all sensible persons in Washington evidently is, that they are evils which must shortly correct themselves. That is, that no passion of the people of the United States will long remain in the state of intestine discord in which they new exist in and around Erie, Pennsylvania. The state of things in that quarter is deemed in Washington to be so exceedingingly hostile to the spirit and habits of citizens of the United States everywhere, as that the remedy must certainly very shortly grow out of the disease itself.

The Latest from Eric.

RIOTERS ARRESTAD—OTHERS DISPIRITED—MANI.
PESTO OF GOV. BIGIER—PROPOSITION OF THE
BAILBOAD COMPANY, ETC.

have been arrested and taken to Pitteburg. This propreminent leaders are absenting themselves from the to enferce the law and protect the railroad company is their rights. The present condition of affairs proves that determination and spirit alone are required to

The following despatch from the Governor puts a finishing touch upon the nisters' proceedings:—

Hardsenger, Jan. 6, 1854.

To Alphed King, Mayor and T. B. Vinger, Sheriff, Ede:—

I, Walliam Bigler, Governor of the Commonwealth of Pennylvania, for the purpose of enforcing obedience to the laws, and in order to see them faithfully administered, hereby authorise and require the said. A. King and T. B. Vincent to call upon all good oithiers, and, if necessary, the military, to aid in suppressing riots, if any should occur, and to preserve the public peace, and also to secure obedience to the laws, and the orders and decrees of the sup-eme Court of Fennaylrania, against the destruction of the property of the Frank in Ganal Company; and, forther, that you advise obedience to the orders and decrees of the United States Court. You will also give publicity to this communication.

The fell wing despatch was received here to day:

HARRISHURG, Jan. 7, 1854.
To A. King, Mayor of Erie:

To A. Kinn. Eayor of Erie:—

A. Final road men propose, if the people will let them, to
lay down the track for the time being libral not affect
the legal rights of either party—toey to telegraph to
littaburg to discontinue proceedings against Kirapatrick
and others for contempt. We think you had better ay
cept; the Governor desires it Call the Councils, and

cept; the Governor control is have their action is mediately, Signed.—E. Babbitt, J. C. Marshal, C. A. Kelso, G. J. Ball, James Stinner, and B. A. Hills. Our authorities telegraphed in reply that it is unsatis factory to Erie, and that Harbor Creek will not consent

The application of Heratic Jones to Judge Sel'en for an order vacating the appointment of A. S Martindale for appenintendent on the Genesee Valley Conal, made by Commissioner Foliett, has been denied, the court holding that the power of appointment, in the case refer ed to, was with the ecumissioner.

ANOTHER EXTENSIVE CONFLAGRATION. Metropolitan Hall and La Farge Hotel

in Ruin.

Our city was again visited by ane, ber most destructive conflagration this morning. A cout one o'clock flames were seen issuing from Metropoh. an Hall, and in the course of two hours that immense edifice, together with the new hotel known as the La Farge House, was in ruins.

The fire raged with such intensity that the smoke oozed through the walls of the Metropolitan, and as a consequence, few of the firemen deemed it prudent to venture inside the building for the purpose of bringing their hose to bear upon the flames. They could do nothing but pour the water in from the streets. Owing to this unfortunate circumstance the fire gained such headway that they found it necessary to merely endeavor to coafine it to the hotel and the concert building; but in this they were unsuc,

The fire spread to the dwelling houses on the on posite side of Mercer street, and at the time our reporter left, the prospect was that several of them would be laid in ashes.

Owing to the excitement which prevailed among the army of firemen at work and ...

.... we multitude of specuators, it was impossible to obtain any correct information as to how the fire originated.

The night was quite still, and the city was perfectly illuminated. Looking at the entire building from any quarter, the flames seemed to proceed from the centre of the mass, and to steadily extend on each

The excitement in the city was intense. At one time it was said that the St. Nicholas Hotel was burning; at another the Prescott House; at another St. George's Church, and owing to the perfect illumination, it was utterly impossible to fix even the place without going to the spot.

After the fire had been raging about an hour, general alarm was rung for the engines from all parts of the city, to-repair to the spot; but this was nicles, so far as the down town firemen were coneerned, they being already on the spot ad atn work, having proceeded thither from a fire in Ann street.

Next to the St. Nicholas it probably cost more to construct the La Farge House than any other hotel in the city. The front of it was built of marble, had just been finished, and was to have been opened for the reception of the public the first of next month. The extent of loss could not of course be ascertained at the late hour at which this was written; but full details will be given to-mor-

Naval Intelligence.

The frigate Cumberland, Com. Stringhau, the flag ship of the Mediterranean squadron, was at Port Mahon Dec 1, where she had been refitting, and was expecting to sail in a few days for Genoa. She arrived on the 28th

Police Intelligence.

ARREST OF A JUVENILE EXPERT AT PICKING POCKETS—A BOLD AFFAIR.

Yester(ay afternoon a boy about twelve years of are, named William Riley, was detected in picking the pocket of Mrs. Sarah Greenleaf, residing at No. 4 Actor place, under the following circumstances:—Mrs. Greenleaf, according to her own state each, had that moraing eft the house on a shopping expedition, carrying with her a portemonnais containing \$110. Out of this amount she had paid at different stores upwards of \$50, the balance remulning in the bock, which she carried in her pocket. Whose leaf leades treet, in Broadway, she felt some one push sgainat her, and on looking around, she sheld the boy above named, and from his prollier action. Mrs. Greenleaf suspected he had taken her pottemosais and immediately placed her hand on her pooket.

the purcon of Alice Stapleton, and not Drake, as incorrectly printed.

Disastrous Hurricancin the Hahamas.
Inteligence has been received at Charleston from Nassau, N. P., to December 21. During the latter part of November, a violent hurricane prevailed in the islands, in which many vessels were lost. Among them was the schoozer Urania, which railed from Charleston, with government stores, for Newport, Fla. She was totally lost, Nov. 22d, at Chevokee Soued. Abaco. The brig James, of London, for Hondaras; the schoozer Ira Brewster, from Wilmiogton, N. C., for Havans, and the bark Water Illy, from Jamaica for London, were all totally lost. The bark Dodley, from Charleston for Havre, put into Nassau in distress, and salled sgain December 17. The American brigantine Gestavus, from Port au Prines, bound for Boston, had been brought into Nassau, having lost her capitals and one man, and the rest of the crew being much chanasted from pamping. The brig Eagle, from Gonaives for Boston, had also put into Nassau in distress.

At insaus the hurricane prevailed from the lith to the 21st November, and on the latter day the bark Prospect and the brigs Aun Elizabeth and Henry Woodes were totally lost. The schooner Adems, was nocked to pices, and the to the rail of vessels lying off Mathew Townpoot, one was raved. People who had lived at lingui, for the last forty seven years never recellected anything like the weather experienced on that occasion. At Excima, several of the drogning vessels belenging to the issand salb bend iven as hove, and much is juxed many of the houses were blewn down, and the coming grain orope completily destroyed. Great distress existed.

The Furricane, according to disarrams drawn by Lieut. Beysate, R. was distress existed.

The American schr. Azet, belonging to Provincetwe.

league, Terke Island, Rom Cay, Long Island, bassed a little to the north of New Providence, and ended at Grand Bahama.

The American schr. Azof, belonging to Provincetawa, Mass. frem Jacquemel. Hayti, bound to Boston, with a cargo of legwood and coffee, struck on the rest off Gasile Island, on the morning of the 10th of December, in quality, dark weather.

The cargo and materials were mostly saved. The captain and orew arrived at Nassan on the 20th of December. The vessel was not wholly insured.

One of the packet steamers running between Havana and Barzoos, having on board an associed cargo of goods and liquors, \$110,000, and forty passesagers, struck on the southeast point of Wa'lling's Island, on the evening of the 23d of Navember. By aid of Mr. Farquharson and other imbabitants, the whole of the passengers and cargo were saved. After getting all ashone Mr. Basqu which he objected to do, but chartered an American which he objected to do, but chartered an American brig him at Rom Cay to take the passengers and effects to Cuba. They left on the 4th of December with the principal part of the cargo and the whole of the money, contrary to the expressed wish and orders of the salvors.

The French brit L'Ocean, Captain Stenry, from Havana, the French brit L'Ocean, Captain Stenry, from Havana, the French brit L'Ocean, Captain Stenry, from Havana,

THE STRAMSHIP SAN FRANCISCO.

Additional Particulars of the Disaster.

Bosron, Jan. 7, 1854

A despatch, received this morning from Liverpoo (N. S.) furnishes the following additional particular oncerning the San Francisco:--The captain of the Maria Freeman states that when he saw the San Francisco, ber engines were not working, her smoke pips was gons, and her decks were swept of everything. The captain of the steamer requested him to stay by him, and he did so; but a gale sprung up during the night and dreve her out of the ht. Saw at least one hundred and fifty persons on

Capt Freema, of the brig Marts, at Liverpool, N. S., who fell in with the steamer San Francisco on the 26th of December, as préviously stated, adds to his report that during the following night the wind increased to a hurricane from the northwest, during which the Maria laid to

The brig Napoleon, Capt. Strout, from Mateuzas 29th November, reports experiencing three tremendous gales, lost sails, spring a leak, and nad to stave twenty one

have foundered during the gale, as he could not find he

cashs of molasses to case the vessel.

Capt. Strout also reports, December 25th, Int. 38 04, Ion.
69 30, fell in with the steamship. San Francisco, duman tled, everything swept above deck, and the spray making

Capt. Wathins stated that the steamer was leaking fast, and requested Captain Strout to lay by, which he did; but the next morning the steamer was not in sight, hav-ing drifted fact to the exercise.

... new her at mid (17, and lost sight of ner at dark. Her hall appeared sennd.

The wind blew a fresh gale from the nor hwest during

the night, but moderated on the next day, and was nearly The first mate of the brig states that a part of the

burricane deed for sird was standing and the crew were usily sugaged culting it array and throwing it over board. The steamer was on the southeast edg ; of the Gulf Stream, and was drifting out. Capt. Strout judged that they were more safe on board

the steamer than those on board Mis brig. There were about two hundred persons on deck, and then the brig hove in sight they loudly cheered her.

Napoleon when your despatch came. The captain is disabled, but the mate haves at four o'clock by the land route, and will be at your house at midnight. They went within thirty yards of the steamer and spoke to Captain Watkins. He said the ship - as making water, but did not say fast. He wanted a boat sent, but at that time the sea was running high and it could not live.

"The smoke pipe was gone but the galley saved, as the mate says he saw smoke from the galley; part of the house standing forward, and the mastr gone. When the brig last saw her, at 12 o'clock M, the abip was on the S.E. edge of the Gulf Stream, and would soon be out of it, in smooth

"The Captain says her hull was all right, and he felt as if he had rather, for safety, been on board of her than in

It is due to Mr. Dobbin to state that he rendeced officers and every as intance he could render, when asked to send relief to the steamer San Francisco. The smoke spoken of by the mate of the Napoleon i

supposed to have proceeded from a supplemental boiler with which the vessel was provided. The Maria Freeman's report, it will be seen, was a day later than that of the Napoleon. She had then probably

seen the worst of the gam. A revenue cruiser was de-patched by Collector Redfield in search of the San Francisco immediately upon life reception of a despatch from Washington. The steamer Alabama, of the Savannah line, has been chartered, and will sail this morning on the same errand, coaled and provisioned for a fortnight's cruise.

As the Fan Francisco was supplied with three independ ent pumps, in addition to those attached to the engine besides others that could be worked by hand, and as ab was very strongly built, there is no doubt that, with the easily be kept free of what water she might make, uttl tance arrived. This would most probably be imme diately after the cossistion of the gale, as she lay in the

probably endeavor, by the aid of jury masts, to make for the Bermudas, where it is likely we shall next hear

LOSS OF THE AMERICAN SHIP COMMERCE AT SEA. The ship Commerce, of New York. Capt. Waittlesey, from New York for London, Dec. 21, was lost at sea as follows:- Dec 24, the ship sprong a leak; 26th, the ship andrew Foster, from Liverpool for this port, fell in with her and took off the Captain, crew, and twenty one passergers, and brought them to this port. Capt. Whittle water in the hold, and lay on her beam ends. He sup-posed she sunk that night. The Commerce was a fine by Mesers. Joseph Parsons and J. Atkins. She had on presses his heartfelt thanks to Capt. Halberton, for his

out there in one year:

Fenels. Tons Launched. Builders.

Ship Highdyer. 1,100. Jan. 12. Ourrier & fownsen
Yacht Ousan Bride. 60. Mar. 12. D. Lovell.
Bark Widdire... 400. Apr. 9. S. McKay.
Bark NataC Queen... 400. Apr. 9. Fernald & Manson.
Yacht Golden Eagle. 40. Apr. 11. Encoh Lunt
Schr John & Frack. 80. Apr. 21. Paul Bickford.
Ship Gonding Star. 950. May 15. Journey & Townsend
Schr John & Frack. 80. Apr. 21. Paul Bickford.
Ship Gonstitution. 1 100. May 19. Currier & Townsend
Schr. Tekon... 55. June 9. J. Ceffin.
Schr Wim. H. Fitts. 40. June 10. Wm. H. Fitts.
Ship Wonstitution. 1 100. May 19. Currier & Townsend
Schr. Tekon... 55. June 9. J. Ceffin.
Schr Wim. H. Fitts. 40. June 10. Wm. H. Fitts.
Ship Whelser... 950. June 16. G. W. Jackman.
Yacht Dat. C. Baker. 55. Sept 29. D. Lovell.
Ship Jabes Scow. 1,000. Sept 1. Currier & Townsend
Yacht Dat. C. Baker. 55. Sept 29. D. Lovell.
Ship Lepwing... 1,000. Oct. 6. Currier & Townsend
Ship Lepwing... 1,000. Oct. 19. G. W. Jackman.
Schr Vosant... 900. Oct. 29. John Currier.
Schr. Fearless... 120. Od. 29. Fernald & Manson.

Personal Intelligence.

Mr. and Mrs. Crawford, Havana; P. J. Avery, Sacato
Springs; J. H. Roberts. Boston; E. Jameson, Penu;
H. Sargent, Boston, arrivel at the Prescott Fours; terday.

Thompson, Saltimore; G. W. Seavery, Boston; and J. Thompson, Pell Phi sdelphia, were among the arrival yesterday at the Cooper House, Broadway.

DEPARTURES.

AFFAIRS IN EUROPE.

OUR LONDON AND PARIS CORRESPONDENCE. THE DUELS IN MADRID.

The Inglish and French Fleets Or-

dered into the Black Sea. The Decided Policy of France in the farco-

Russian Question. THE MINISTERIAL CRISIS IN ENGLAND.

Supposed Interference of Prince Albert in the Politics of England, die., die., die.

Our London Correspondence. LONDON, Tuesday, Dec. 20, 1853. The Ministerial Crisis in England-The Eastern

Question. The resignation of Lord Palmerston, and the conequent ministerial crisis in England, are still the topic of conversation, not only here but in all the European capitals. The opposition organs boldly deny that the noble Viscount and ex-Home Secretary resigned on the Reform bill-an opinion reechoed by most foreign journals; and the Morning

the weak and vacillating policy of the Aberdeen Cabinet on the Eastern question, was the real cause of his resignation. The Paris Moniteur has expressed, in brief, but strong terms, the regret felt by the French government at the resignation of Palmerston, at the same time expressing a conviction that this event will not affect the alliance between the two countries. The vacant post of Home Secretary was first offered to Lord John Russell, who declined it, and now awaits the acceptance of Sir George Grey. Palmerston is staying at Bowood, the country seat of Lord Lansdowne, who, it is re ported, on the plea of infirmity and old age, has also resigned, or intends doing so shortly. The general opinion still is that Palmerston will be Prime Minister if a war breake out, and this seem most probable. We have now received full details of the murder

ons slaughter at Simope, for it deserves no other name. The two vessels-Retribution, (English, and Mogador, (French)—sent there to report, re turned to Constantinople on the 8th instant with a full correboration of the total destruction of the Turkish squadron there, and of the town and arsenal of Sinope. The Taif, Turkish steamer, the only vessel that escaped, arrived at Constantinople with sixteen shots in her hull. She got up her steam in the midst of the confusion, and after receiving the broadside of a Russian three decker, got off. The papers you will receive by this mail will give you ample details. I will, therefore, simply allude to and point out the probable consequences in a political point of view. It is now certain that the Turkish squadron was

at anchor, and that the Russian fleet, taking advan.

tage of a thick fog, sailed into the port of Sinope,

and there, before the Turks were aware of an enemy's presence, set to work shooting them down like game at a bateau. Notwithstanding the overwhelming force and the surprise, the Turks defended them selves with a determination and heroism not surpa ed in the annals of naval warfare; 4,000 Turks fell in the action, (some accounts say 7,000,) and the loss of the Russians was considerable. The Emperor of Russia baving formally declared that he would no take an aggressive or offensive part in the war, the slaughter of Sinope is a direct affront to the Western Powers. It is said that Admiral Dundas, on the return of the Retribution, proposed weighing anchor as once, with a view of, if possible, intercepting Nachimkow's fleet, and destroying it, and of laying Schastopol in ashes. This energetic proposal was, it is said, overruled by Baraguay d'Hilliers. The telegraphic despatches from Constantinople, Vienns, that ere this, the combined fleets have entered the Black Sea. Public opinion in England is unanimous for war. As regards the Turks, far from the late disaster baving cooled their ardor, they have been excited to renewed endeavors. The greatest excitement prevailed at Constanople, when the last advices left, and Admiral Slade, who commands the Turkish fleet, was to sail immediately from the Bos phorus. Had that fleet been there the Russians dared not have left Sebastopol, and it was the Ambassadors of France and England that persuaded him to remain in the Bosphorus. There is another point of very serious nature, if proved. The Russian vessels are said to have hoisted the English flag at Sinope, to deceive the Turks as to the object of their visit An English transport is stated to have been burnt at Sinope, and the Hebe, an English merchantman, to have been fired into by the Russians. It is also said that some English and French officers were on board the Turkish vessels at Sinope, and fell in the engagement. From private letters now on my table, I learn that the English and French fleets were eagerly desiring a brush with the Russians.

Another piece of news is that Persia has declared war on Turkey-it is added, on England also. The latter part may be doubted. The Bombay Gazette, brought by the overland mail announces that the Shah of Persia was assembling a large army. The leading journals of London all agree that the hour of negotiation is past. The whole of the documents re lating to the proposed new agreement between the while dwelling upon what I regard as so much waste paper; but it may not be uninteresting to state that the tone of those documents is more favorable to each government to its representative at Constant nople (in each case identical) indicates the line of conduct which he is to follow to obtain the adhesion of the Ottoman government to the resolutions recently adopt ed at Vienna. This document gives the general basis upon which the preliminaries of negotiations for peace are to be established. These preliminaries are to be settled between the Russian and Turkish pleniuoten settled between the Russian and Turkish pleniuotentiaries in the presence of the plenipotentiaries of the other Powers. The evacuation of the Principalities (which ought to be a sine qua non) is scarcely aliaded to. It must not be forgotten that this despatch was drawn up before the affair at Simope. From the Danube there are reports of an attack by the Russians under Gortschakoff on Kalefat. The reports are so contradictory that until authentic details are received they are not to be credited. In Asia there has been very severe fighting, chiefly to the advantage of the Turks. The Russian bulletins, via Odesca and Bucharest, are not to be trusted. President Pierce's measage is commented upon by the London journals of this day, which publish it in full. It is favorably spoken of.

LONDON, Friday Evening, Dec. 23, 1853. The English and French Fleets Ordered to Enter the Black Sea-Firm Attitude Assumed by Western Powers-Commencement of a General War - The Duels in Madrid between the American and French Ministers, and between the Duke of Albe and M. Soule, Jr.

I have not much to write to-day, but the letter I bave to write is of paramount importance. I am enabled to state on undoubted authority, that orders have been sent by the French and English govern ments for the combined fleets to enter at once the Black Sea, should the admirals not have done so already. The instructions to the admirals are they shall stop all Russian ships found cruisis